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日三廿月四年丑乙

HONGKONG, FRIDAY, MAY 15TH, 1925

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號五十月五年四十國民華中

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TIME-TABLE.

WEEK DAYS

	Time	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau-mat...	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin...	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai-po...	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai-po Market...	Dep.	7.21	9.54	11.09	12.39	1.54	5.14	6.09	7.49
Fanning...	Dep.	7.32	10.05	11.20	12.50	2.05	5.25	6.20	8.00
Shung-shui...	Dep.	7.38	10.11	11.26	12.56	2.11	5.31	6.26	8.06
Shum-chun...	Dep.	7.42	10.15	11.30	13.00	2.15	5.35	6.30	8.10
Shum-chun...	Arr.	7.42	10.15	11.30	13.00	2.15	5.35	6.30	8.10

SUNDAYS AND PUBLIC HOLIDAYS

	Time	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	8.35	9.15	10.30	12.00	2.25	5.29	7.10
Yau-mat...	Dep.	6.50	8.45	9.24	10.39	12.09	2.31	5.38	7.19
Shatin...	Dep.	7.02	8.57	9.36	10.51	12.21	2.43	5.51	7.31
Tai-po...	Dep.	7.16	9.11	9.49	11.04	12.34	2.56	6.04	7.44
Tai-po Market...	Dep.	7.21	9.16	9.54	11.09	12.39	3.00	6.09	7.49
Fanning...	Dep.	7.32	9.27	10.05	11.20	12.50	3.12	6.20	8.00
Shung-shui...	Dep.	7.38	9.33	10.11	11.26	12.56	3.17	6.26	8.06
Shum-chun...	Dep.	7.42	9.37	10.15	11.30	13.00	3.21	6.30	8.10
Shum-chun...	Arr.	7.42	9.37	10.15	11.30	13.00	3.21	6.30	8.10

SHA TAU KOK BRANCH.

	Time	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Shatin...	Dep.	7.45	11.30	12.00	1.05	5.00			
Shatin...	Arr.	8.40	12.25	12.55	2.00	5.55			
Shatin...	Dep.	7.45	11.30	12.00	1.05	5.00			
Shatin...	Arr.	8.40	12.25	12.55	2.00	5.55			

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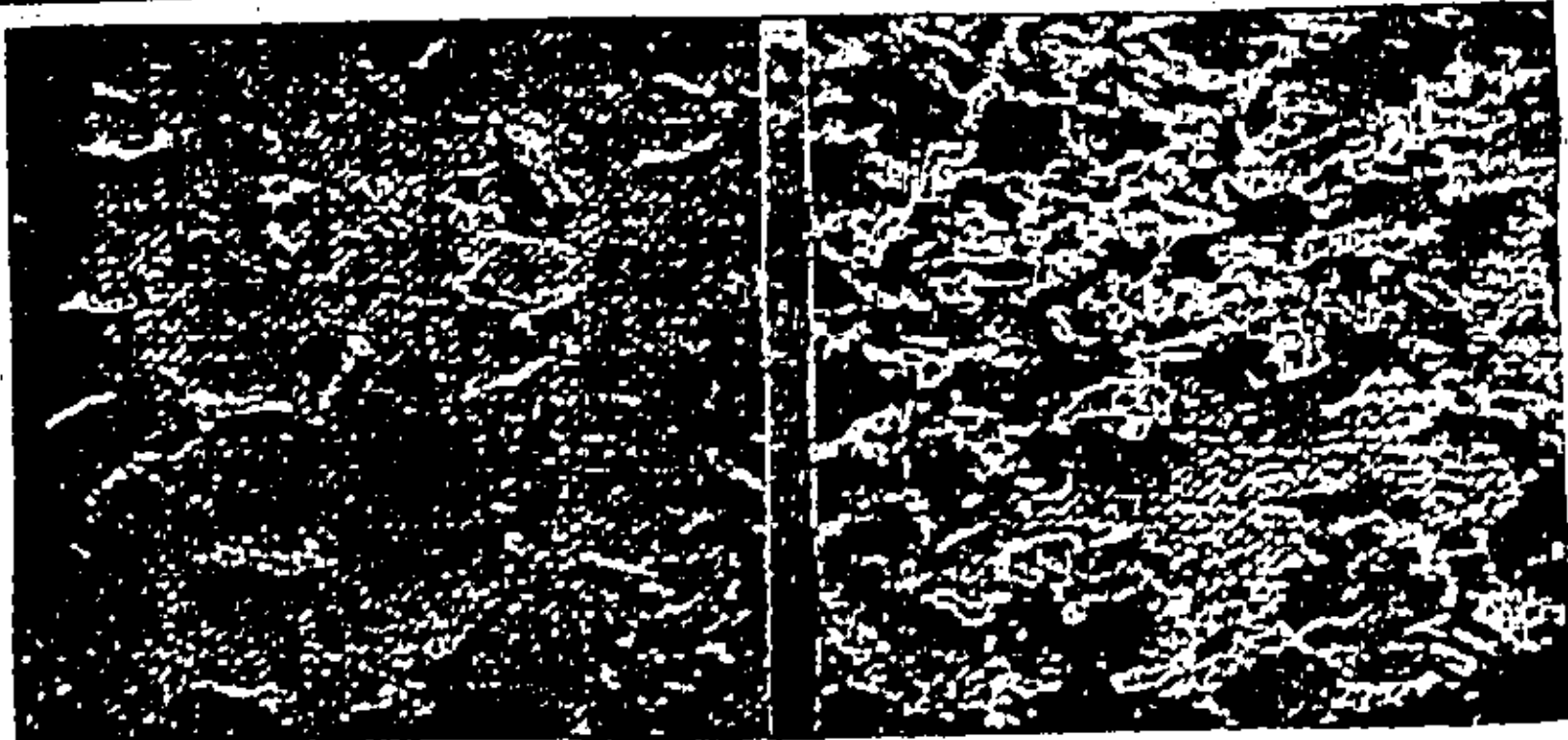
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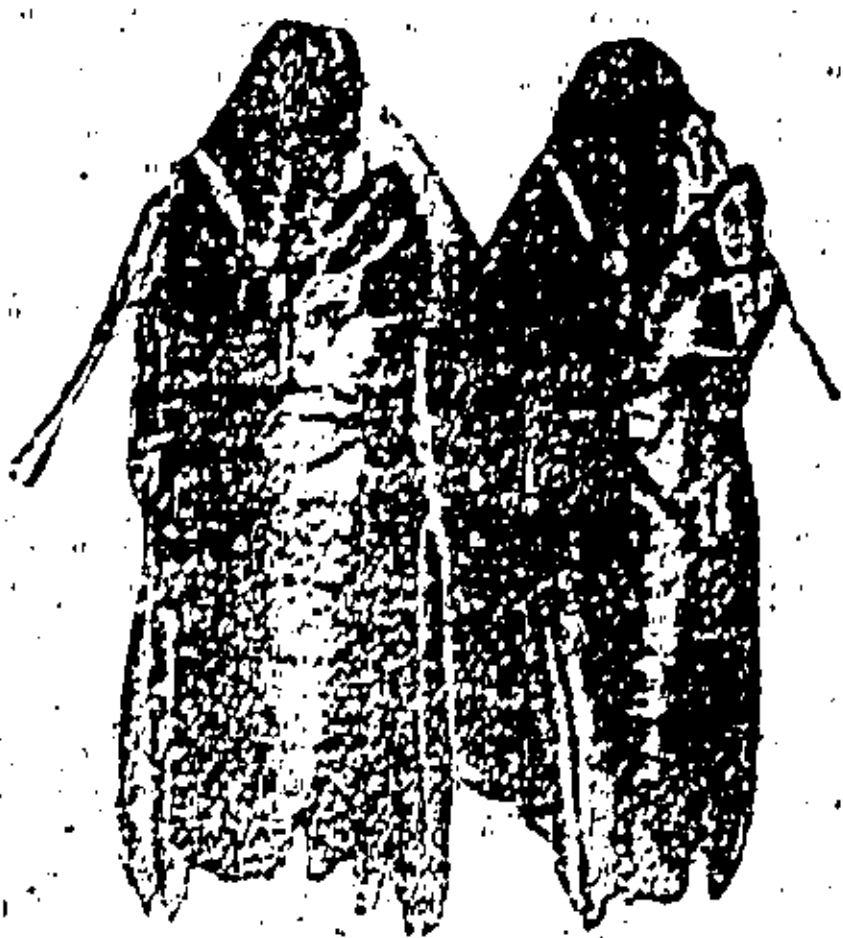
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HONGKONG POST OFFICE. REPORT OF THE PAST YEAR'S WORK.

In his annual report for 1924, the Postmaster-General (Mr. M. J. Breen), says:—

MAILS.
The number of mail receptacles of Hongkong origin dispatched during the year was 20,574 as compared with 19,439 in 1923—an increase of 115.
Receptacles in transit which were handled numbered 144,341 as against 133,408 in 1923—an increase of 11,033.
Steamers carrying mails arrived and 9,302 left, an increase of 840 and 938 over the previous year's figures.

REGISTERED ARTICLES AND PARCELS.
The number of registered articles handled amounted to 831,973 as compared with 808,002 in 1923—an increase of 23,971.
The figures for insured articles were 13,908 and 12,070 respectively—an increase of 1,838.
Parcels, ordinary and insured, which were dealt with reached a total of 308,193 as against 417,889 in 1923—a decrease of 21,674.

The decrease is attributed to various offices closing direct parcels mails to other administrations instead of sending through Hongkong.
Under the local posted parcels established by Order-in-Council No. 119 in March, 1923, 442 parcels only were dealt with.

REVENUE AND EXPENDITURE.
The total revenue from the Postal Service in 1924 amounted to \$754,928.28 an increase on the previous year of \$40,358.28. The expenditure for 1924 amounted to \$239,568.06 which includes transit payments to Japan for the years 1920, 1921, 1922 and 1923.
The balance of revenue over expenditure amounted to \$515,360.22.
Table VII gives the revenue from the sale of postage stamps for the years 1922, 1923 and 1924. The increase of revenue from this source in the year 1924 over that of 1923 amounted to \$46,350.51.

MONEY ORDERS.
There has been no improvement in the Money Order business during the year under review, a consequence no doubt of the world-wide commercial depression.
A slight decrease of £739,184 has taken place in the total transactions of the year but this is probably due to the diversion of business from our hands. Formerly this office was the intermediary for the exchange of money orders between the Federated Malay States and China, but last year a direct service between the two countries came into operation.
The telegraphic money order transactions with Great Britain were—
Inward 107 orders amounting to £1,788,10.0d., and outward 87 orders amounting to £1,938,14.0d., against the previous year of inward 78 orders amounting to £1,376,0.0d., and outward 37 orders amounting to £410,0.0d.

There was an increase of £36,11.0d. in British postal orders sold but this was offset in the reverse direction by a decrease of £317,7.5d. in the amount cashed here.
Local domestic postal notes show a slight decrease of \$27.23.
CHINESE DELIVERY SECTION.
During the year, this section handled 2,816,853 ordinary letters, 123,161 other articles, and 8,906 postal hong packets as against 2,472,829 ordinary letters, 105,947 other articles, and 7,922 postal hong packets in 1923.

The registered articles delivered amounted to 255,073 of which 193,931 were from the United States and Canada, and 102,842 from China and other countries, showing an increase of 10,997 as compared with 274,076 in 1923.
2,003 insured letters were dealt with as against 3,475 in 1923. The total number of Chinese private boxes for which licences were issued during the year was 356, an increase of 19 as compared with 338 in 1923.
The licences of 27 Chinese postal hongs were renewed, an increase of 4 as in 1923.

MISCELLANEOUS.
The revenue realised by the sale of postage stamps, the financial index of postal transactions showed a further increase of \$47,129.27 over the figures for 1923.
The mail service from London via Siberia which was discontinued early in 1923, was resumed on December 28th, 1923. The London mail of that date consisting of one bag was received on January 23rd, having taken 25 days in transit. The service improved steadily until the outbreak of hostilities in North China and the consequent dislocation of the train service south of Harbin. On several occasions the London mail reached Hongkong in 22 days. This administration commenced to despatch a weekly mail to London via Siberia on February 12th, 1924. The service is restricted to specially superscribed letters and post cards.

One case of damage to mails in transit occurred during the year, when twenty-four bags of mail from Europe to Hongkong were badly damaged by sea water, as the result of an accident to the lighter conveying the mail to the B.I. s.s. Teesta in Negapatnam Harbour.
The Department placed its first motor mail van in commission on May 12th. The van has proved useful in expediting the conveyance of mails between the General Post Office and steamers lying at the wharves.

The Hongkong Post Office has participated in the United States Trans-Continental Air Mail Service since November 10th. The volume of correspondence transmitted by this service is however insignificant.
The revenue collected by this Department during the year from radio-telegrams amounted to \$99,406.41, an increase of \$23,353.17 on the amount collected in 1923. Advances of vessels signalled at the Lighthouses yielded \$918.40, and Semaphore messages \$11.66.

(Continued on next column).

PUBLIC WORKS IN HONGKONG: QUARTERLY PROGRESS REPORTS.

The following quarterly progress reports by the Director of Public Works were laid on the table of the Legislative Council yesterday:—

FIRE STATION BUILDING.
(Contractors: Messrs. Trollope & Colls (Far East), Ltd., 3rd Quarterly Report ending 31st March, 1925).
Satisfactory progress has been made. The concrete casing to the floor have been completed up to the 3rd floor, while that to the 4th floor is well advanced. The granite plinth to the building and the surrounds to the main entrance door in Connaught Road have been completed, and work is proceeding with the granite facing to the stanchions in Des Voeux Road and Connaught Road which stand at an average height of 8' 0" and 6' 0" respectively.

On the removal of the wood shuttering to the floors the plasterwork to ceilings and beams has been proceeded with on the ground, 1st and 2nd floors.
Window and door frames have been fixed to a portion of the ground floor and the frames to the 1st and 2nd floors are being prepared.

Brickwork to walls has been carried out on the ground, 1st and 2nd floors, that under Connaught Road verandah being completed.
Work has commenced on fixing the concrete steps to the stair to the Firemen's Quarters.

QUEEN'S PIER.
(Contractors: Messrs. Yau Hing & Co., 3rd Quarterly Report ending 31st March, 1925).

The progress with this contract is still slow even allowing for the interruption of the work during the Chinese New Year holidays and the recent inclement weather.

In the agreement referred to in the last quarterly report, the contractors undertook to complete the work in three months, from the date of signature, that is by 3rd March, but again their assurances have not been fulfilled.
A slight improvement has been shown on the granite work but there is still a tendency towards inferior workmanship. At various times slight delays have been experienced in carrying out the remaining works, owing to the contractors failing to meet their financial obligations.

The granite wall adjoining the pier has been completed and work is proceeding on cutting a chase for the roof tiles, but the progress on this is most unsatisfactory and is seriously delaying the completion of the roof to the pier.
An average of one course of granite only is required to complete the entrance; and about three-fourths of the granite has been prepared for the flanking balustrades.
The reinforced concrete flat roof to the entrance has been completed which will allow the repunching of the granite to be commenced.

NEW SAIYINGPUN SCHOOL.
(Contractors: Messrs. Kin Lee & Co., 3rd Quarterly Report ending 31st March, 1925).

Satisfactory progress has been made during the past three months and the top storey level has now been reached.
On the South Class Room Block the brickwork is carried up about 6' 0" above floor level. The whole of the R.C.C. floors are laid except to Science Block, where the casing only is fixed. Special attention has been taken in regard to floor channels to take gas and water pipes and waste in science laboratories in order to obviate cutting or drilling floors after being laid.

The Fire Department was consulted in regard to the scheme generally, from a fire safety point of view, and on its recommendation it has been decided to put in an additional exit (and entrance) to King Hon Road. This is a very wise precaution particularly as a large proportion of the boys come from this quarter.
The work done to date is of the highest standard and it was anticipated that the roof would be on by the end of May. The recent rains have, however, unfortunately stopped all outside work, and delayed the work about a month. A certain amount of internal plastering has been completed.

The number of radio-telegrams forwarded during the year was 11,270 consisting of 107,771 words against 3,469 with 40,240 words in 1923, and 12,628 were received consisting of 142,325 words as against 8,068 with 98,284 words in 1923.

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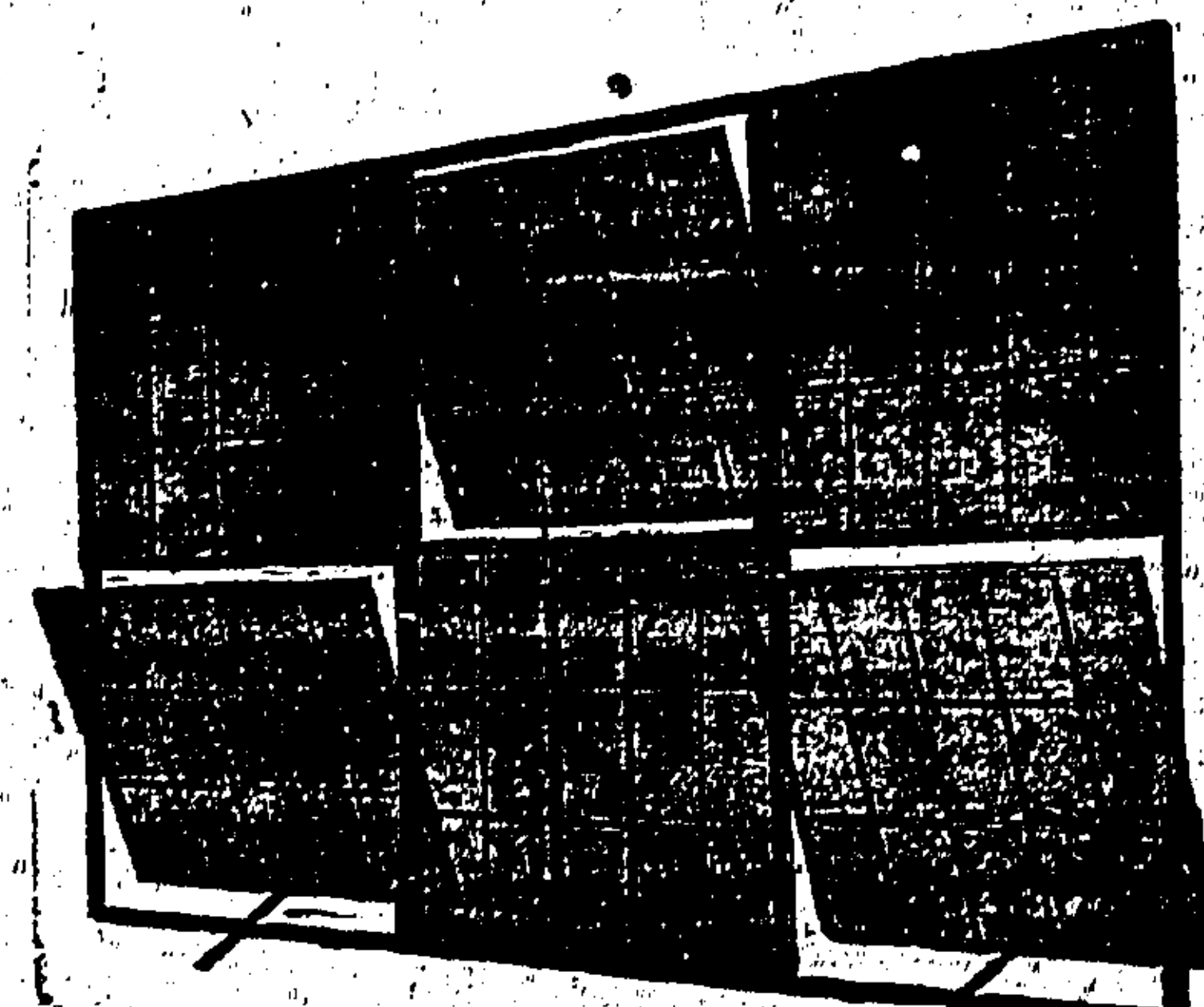
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PIECE GOODS POSITION.

ATTITUDE OF THE HONGKONG CHAMBER OF COMMERCE.

A few days ago we published extracts from letters that had passed between the Chinese Piece Goods Guild and the Hongkong General Chamber of Commerce regarding the position in the Piece Goods Trade.

It will be remembered that the Guild asked for a number of concessions from Importers in order that the Chinese Dealers might be helped to tide over the present dull period.

The Chamber of Commerce sent a sympathetic reply to these requests, but the Piece Goods Guild were not altogether satisfied and have since returned to the attack.

The letter published below, which has been sent by the Chamber of Commerce Committee in reply to the Guild's further communication, gives, as will be seen, an interesting summary of the present trade situation:

SIR.—Your further letter of May 2nd on the piece goods situation has had the very careful consideration of my Committee who find themselves largely in agreement with your contentions, which go to show conclusively that the deplorable political situation in China is at the root of all the present trouble. Unfortunately neither Importers nor dealers can do anything to alleviate conditions which are entirely outside their province.

My Committee can assure you that they have in no way failed to envisage or fully to appreciate the difficulties of the present situation, and both dealers and Importers have their wholehearted sympathy.

I am instructed to say, in reply to your contentions, that no erroneous impressions exist in the minds of my Committee regarding the evils attaching to the circulation of debased coinage, nor do they necessarily look for any material appreciation, permanent or otherwise, in the rate of exchange for China's depreciated currencies, but presumably dealers adjust their prices from time to time in accordance with rates ruling.

The fact that the Home markets have remained firm while the sterling rate of exchange for the dollar has declined is, as you point out, to the good, and I think it is also undisputed that stocks in consuming markets in the interior are very much depleted. Undoubtedly, therefore, the lack of demand from the interior is due to political strife and difficulty in transport, but my Committee cannot subscribe to your assumption that this state of affairs will continue indefinitely and that all trade will ultimately be brought to a standstill. A certain amount of trade will continue to be carried on, and under the present adverse circumstances the present outtake may not be considered so very unsatisfactory.

My Committee is glad to note your agreement that the carry over of stock is comparatively small, and it is only natural that the disposal of present commitments should cause some concern to individual dealers, but if no new stocks are ordered for this and/or early next year there will be no new styles or designs on the market and consequently there can be little or no change of fashion next season.

In reply to the question in Para. 5 of your letter, my Committee recommended that Importers should not unduly press dealers to effect clearance of goods at due date, but assist them as far as possible, and consistent with the terms of their contracts, to carry any goods which it is found impossible to clear this season, until next. It is also hoped that Importers will not have to ask dealers for payment of interest charges until the goods are actually delivered, thus freeing them from any immediate strain on their finances. My Committee trust that this will have the beneficial effect on the general tone of the market you anticipate, and prevent dealers from making any unnecessary sacrifices.

My Committee regrets to learn that you have received complaints from members of your Guild to the effect that the practice of holding delivery orders for summer goods in order to enforce clearance of winter cargo was still in vogue, but as this report was made two or three days before the date of your letter, it is quite possible that the occurrence was prior to this Chamber's recommendation reaching the hands of the Importers. It will be readily understood, however, that my Chamber cannot do more than make recommendations to its members which, as promised in my first letter, has been done.

Yours faithfully,
(Sgd.) M. F. Kiv.
Secretary.

Notwithstanding, bad trade, the big stores of London have been doing extremely well. Harrods' profits were nearly £635,000; Barker's nearly £450,000; Debenhams and Freebodies nearly £400,000; Marshall and Snelgrove's and Harvey Nichols' nearly £700,000; Selfridge's nearly £355,000; Bradley's £210,000; Whiteley's £220,000; the Bon Marche £117,000 and D. H. Evans' £130,000.

When a customer buys the best (coal) he gets the best or the next best; the only thing that is always the best is the price.
—Captain Corro-Jones, M.P.



A good old English Custom

Keeping the port travelling round the table is an old custom still maintained by a few English clubs—like Kensitas Cigarettes, sir, always passing round good company.

The soft, mellow-smoking qualities of Kensitas Cigarettes make you want to keep on enjoying them, and the last smoke is as good as the first, because all Kensitas are "as good as really good cigarettes can be."

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HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

MAT 14TH, 1925.

Hongkong and Shanghai
Banks \$123 1/2
Canton Insurance \$750 b. ex. div.
Hongkong Fire Insurance \$670 b.
Union Insurance \$293 b. 300 ss.
Douglas Steamships \$54 s.
H.K. & M. Steamships \$39 nom.
"Star" Ferries \$52 3/4 nom.
"Shell" Transport \$54 nom.
China Sugars \$63 s.
Langkate (combined) Tls. 25 1/2
Kowloon Wharves \$195 s. & ss.
Whampoa Docks \$119 s.
Shanghai Docks Tls. 130 1/2 b. & ss.
H.K. & S. Hotels \$15,153 nom.
Hongkong Land \$254 nom.
Hampden Estates \$204 b.
Two Mills Tls. 11,10 b.
Orientals Tls. 3,90 nom.
Cements (combined) \$23 b. 2 1/2 s.
China Lights (combined) \$32 1/2 s.
Providents (old) 22 1/3 ss. (new) 15 s.
Dairy Farms \$24 nom.
Electric \$24 nom.
H.K. Ropes (combined) \$40 nom.
Tramways \$24 nom.
Watsons (old) \$23 nom. (new) 21 1/2 nom.
Peak Tram (old) \$24 nom.
China Underwriters \$34 b. & ss.
Benguet \$21 ss.
—buyers; —sellers; —sales.

LAND SALES IN HONGKONG.

LARGE INCREASE IN NUMBER OF RESUMPTIONS.

The Land Officer's report for 1924 states that there was a slight falling off in the amount of registration done as compared with the preceding year which was an abnormal one. During the year 1924 6,000 deeds and documents were registered under the provisions of Ordinance No. 1 of 1884 affecting 7,118 lots of land. The total consideration on sales, mortgages, surrenders and miscellaneous documents amounted to \$184,103,617.75. The total number of documents registered in the Land Office under the provisions of the above mentioned Ordinance to the end of 1924 was 95,114.

The total area of land granted on lease during the year was 418 acres 3 rods 8.1/20 poles of which 410 acres 1 rod 26.4/5 poles was in respect of lands dealt with by the District Officers; the total area resumed was 294 acres 3 rods 14 1/2 poles; the excess of land granted over land resumed during the year was 123 acres 3 rods 34.1/20 poles. This is exclusive of quarries and lands let for short terms under temporary permits issued by the Public Works Department.

The outstanding feature in the work of the Land Office this year was the great increase in the number of resumptions carried through; 614 lots or portions of lots including several large farm lots were surrendered to the Crown in connection with various public improvements, in respect of which sums amounting to \$2,200,000 passed through the hands of the Land Officer by way of compensation. The large area of the land resumed will to a great extent be set off at a later date by the issue of leases for lands which the Crown has agreed to grant in exchange.

CINEMA NOTES.

"WORLD THEATRE."

Some excellent dancing is being provided by the Dorros Duo, who are now playing at the World Theatre. The Dances from Rumania, of which country the talented pair are natives, rouse great enthusiasm. There is no doubt that the "turn" of these artists is a very pleasant addition to the picture programme.

TO-DAY & TO-MORROW

at 2.30 p.m., 5.15 p.m., 7.15 p.m. & 9.15 p.m.

LIONEL BARRYMORE

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The greatest of Blasco Ibanez' Stories,

"ENEMIES OF WOMEN"

in

11 Splendid Reels

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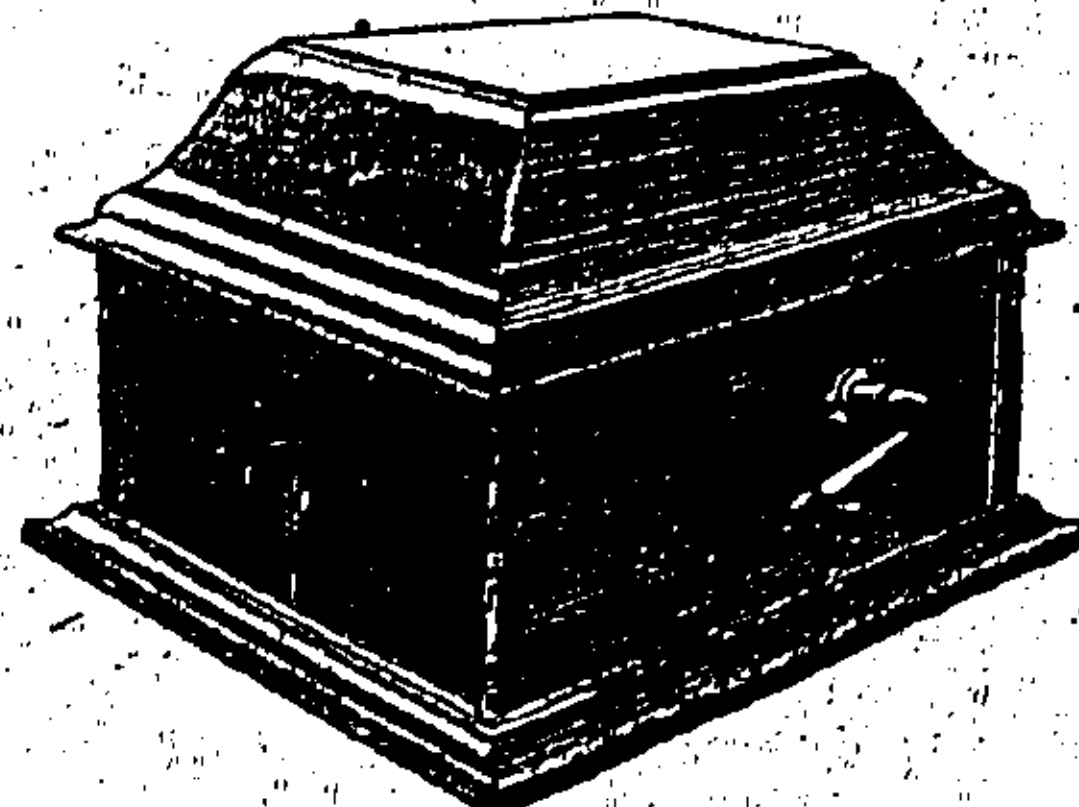
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Plain Blue Cashmere ...	\$11.50
Jagger (as above) ...	\$13.50

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(Continued at foot of next Column)

The CHAIRMAN then announced dividend warrants were ready, and could be had on application.

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that in default 15 days' hard labour for
could to carry the regulation, lights o
craft.

...and the other is the fact that the system is not self-correcting. The system is not self-correcting because the system is not self-correcting.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held in the Council Chamber yesterday. Present:—

His Excellency the Governor (Sir E. E. Smyth, K.C.M.G.).
His Excellency the Officer Commanding the troops (Colonel F. S. Montague Bates, C.B., C.M.G., D.S.O.).
The Colonial Secretary (Hon. Sir CLAUDE SEYMOUR, K.B.E., C.M.G.).
The Attorney-General (Hon. Sir HENRY POLLOCK, K.C.).
The Colonial Treasurer (Hon. Mr. C. McI. Messer, O.B.E.).
Hon. Mr. D. W. TRATMAN (Secretary for Chinese Affairs).
Hon. Mr. H. T. CRAWLEY (Director of Public Works).
Hon. Mr. P. H. HOLYOAK.
Hon. Dr. J. B. ADDISON (Principal Civil Medical Officer).
Hon. Mr. A. O. LANG.
Hon. Mr. CHOW SHUI-SHON.
Hon. Mr. H. W. BIRD.
Hon. Mr. R. H. KOTZWALL.
Hon. Mr. C. G. ALABASTER.
Mr. A. G. M. FLETCHER (Clerk of Council).

NEW MEMBERS.
The Hon. Col. Montague Bates, the Hon. Mr. C. G. Alabaster, K.C., and the Hon. Dr. J. B. Addison took the oath and their seats as members of the Council.

MINUTES.
The minutes of the last meeting of the Council were approved and signed.

CHINESE SEAMAN, HONOURED.

PRESENTATION OF A SILVER MEDAL FOR GALLANTRY.

H.E. THE GOVERNOR: Before we proceed to the business of the day I have a presentation to make. The circumstances of the founding of the *S.S. Lung Sing* in the typhoon of the 10th August, 1923, are within the memory of Honourable Members. The services rendered by officers and men of the *S.S. Bowers Castle*, *Edgemont Castle* and *Huak Ping* in their endeavours to render assistance and save life have already been publicly acknowledged. His Majesty the King has been pleased to confer silver medals for gallantry on a number of the officers and men of these vessels and I have been asked to present them on his behalf. The only recipient who is at present in the Colony is one of the crew of the *Bowers Castle*, Hong Kam.

The Master of the *S.S. Bowers Castle*, Lieut. Comdr. W. J. Donohue, R.N.R., O.B.E., had anchored his ship to the west of Stonecutters Island and seeing wreckage and men passing by, driven before the wind and the sea he organised a Rocket Bridge and endeavoured to reach some of the derelicts by means of lines thrown by rocket, life buoys and towing lines from the ship. When the height of the storm had passed, at about 10.30 a.m. the master decided to put out a boat and called for volunteers. The Chief Officer, Third Officer and a Cadet volunteered and four of the Chinese crew. The boat was launched successfully, was away from the ship for 5½ hours and was able to save three lives. The gallant conduct of these officers and men in leaving a place of safety and embarking in a small boat with the wind blowing at hurricane force and a confused high sea running was in accordance with the best traditions of the mercantile marine. Hong Kam, who is here to-day was one of these four seamen having joined the ship only on the previous day.

I have pleasure in presenting on behalf of His Majesty the King the silver medal for Gallantry in Saving Life at Sea to Hong Kam.

His Excellency then pinned the silver medal on the seaman's coat and shook him warmly by the hand, while the honourable members applauded. The elated and smiling recipient also clasped his hands.

PAPERS.

The Colonial Secretary: By command of H.E. the Governor, I beg to lay on the table documents 1-20, which are now in the hands of honourable members.

The following papers were laid on the table:—

Report of the Director of the Royal Observatory, 1924.
Report of the Registrar of the Supreme Court, 1924.
Report of the Land Officer, 1924.
Report of the General Post Office, Hongkong, 1924.
Quarterly Return of Excesses on sub-heads met by savings under heads of expenditure.
Quarterly Progress Reports on Public Works (Fire Station, Queen's Pier and new Saiyung School).

And a number of Orders by the Governor-in-Council, which have been published in the *Gazette* since the past meeting of the Council.

FINANCE.

The Colonial Secretary: By command of H.E. the Governor, I beg to lay on the table Financial Minutes 10 to 17, and move that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and it was agreed to.

ABERDEEN AND APLICHAU ASSESSMENTS.

The Colonial Secretary moved the following resolution:—
"Resolved by the Legislative Council that the percentages on the valuation of tenements payable as rates for tenements in Aberdeen and Aplichaui shall be 12 per cent."

The Colonial Secretary said: The villages of Aberdeen and Aplichaui, which have hitherto been rated at a percentage of 9 and 7 respectively have recently been given lighting and it is proposed to raise this assessment therefore to 12 per cent. I beg to move the resolution.

The Colonial Treasurer seconded, and the motion was passed.

GOVERNMENT'S POLICY REGARDING CROWN LEASES.

The Hon. H. W. BIRD: I beg to ask the question standing in my name, viz.:—Whether, in view of the fact that many Crown Leases (particularly in Kowloon) which are for 75 years only, with no right of renewal, are now rapidly running out and have either already reached or soon will reach a point at which they can no longer be satisfactorily dealt with either by sale or mortgage for the purpose of schemes of improvement or development which are not only desirable, but from a public point of view advantageous, the Government will at an early date indicate its policy with regard to the terms on which it will be prepared to renew such leases either at or before the date of expiry?

The Colonial Secretary replied:—Except in cases where there is reason to anticipate that land will be required for a public purpose, it is proposed to grant to applicants a new lease for seventy-five years at the current rate of Crown rent for the particular locality, renewable for a further period of seventy-five years at a re-assessed Crown rent, subject to a guarantee that the land will be developed in a manner approved by the Government, and subject also to a renewal fine. As regards the renewal fine, the Government will offer such terms to individual applicants as it may think fit, having regard to the circumstances of each case. The fine will be heavier in the case of land which has never been developed than it will be in the case of land which is fully built upon. The intention is to secure the development of the land to the best possible advantage and at the same time to obtain for the Government an adequate consideration for its reversionary interest in the land under its present tenure.

SAILORS' HOME ORDINANCE.

The Hon. ATTORNEY-GENERAL: I beg to move the first reading of a Bill intituled An Ordinance to provide for the incorporation of the Trustees of the Sailors' Home, Hongkong. The object of this Bill is to incorporate the body known as the Trustees of the Sailors' Home, to appoint the first trustees and to vest in the new trustees the Crown lease under which the present Sailors' Home stands. The present Sailors' Home was provided by the community, the site being given by the Government and the cost of the buildings being defrayed by public subscription. The original Crown lessees, who were practically trustees of the Sailors' Home, have all died and the Home has for many years been conducted by an informal Committee which grew out of the body composed of the original Crown lessees. The present site has become quite unsuitable for the purposes of the Sailors' Home, and it is proposed to transfer the Home to a site in Kowloon, near Signal Hill. The members of the present Committee who will be members of the new incorporation, have agreed informally to surrender the existing site and buildings to the Crown, and the Government have undertaken to grant to the corporation the proposed new site in Kowloon, and to provide a sum of \$400,000 for the erection, furnishing, and endowment of the new Home. St. Peter's Church was erected in 1871 on a portion of the present site of the Sailors' Home. The cost of the building was defrayed by subscriptions raised in the Colony and elsewhere and by a grant of \$2,500 made by the Government. The site of the Church is now required for public purposes and the authorities of the Church would prefer to have a quieter neighbourhood than the present one. The Government accordingly propose to grant a new site for the Church and to contribute the sum of \$50,000 for the erection of a new Church. This Bill follows the usual form of incorporation ordinance, and by way of compliment to the firm of Messrs. Jardine, Matheson & Co. it has been provided that the person for the time being in charge of the business in Hongkong of Messrs. Jardine, Matheson & Co., Ltd., shall be one of the Trustees. I may mention that Messrs. Jardine, Matheson & Co. have been associated with this Home since the year 1871, when it was first built.

The Colonial Secretary seconded, and the Bill was read a first time.

"PETITES SOEURS DES PAUVRES" INCORPORATION ORDINANCE.

The Hon. ATTORNEY-GENERAL: I beg to move the first reading of the Bill intituled An Ordinance to provide for the incorporation of the Mother Superior in the Colony of the Society of the "Petites Soeurs des Pauvres" St. Perne, Bretagne, commonly known as The Little Sisters of the Poor. The object of this Bill is to incorporate the Little Sisters in order to enable them to hold movable property in perpetual succession. The Bill follows the usual form of incorporation Ordinances with the exception of Clause 4. This is similar to Clause 4 in the Bishop of Victoria Ordinance, 1923. It is a recent form of precedent which was drafted by Mr. Kemp, and I think it is desirable it should be included in this Bill.

The Colonial Secretary seconded, and the Bill was read a first time.

RENTS, BILL POSTPONED.

The Bill to amend the Rents Ordinance, 1922 and 1924, was on the agenda for first reading.

The Hon. ATTORNEY-GENERAL: I notice that certain suggested amendments are annexed to the draft Bill, and have told honourable members I shall bring forward at the next meeting of the Council something which is not identical, though it will not exactly be similar. I will ask the gentlemen of the Press not to publish the annexes to the draft of this amendment Bill as they are not authoritative.

LEGAL PRACTITIONERS' AMENDMENT ORDINANCE.

The Hon. ATTORNEY-GENERAL: I beg to move the first reading of a Bill intituled an Ordinance to amend the Legal Practitioners Ordinance, 1871. The "objects and reasons" of this Bill are fully set out and have been in the hands of honourable members for the past two days. I do not think it is necessary that I should read them out. I therefore beg to move the first reading.

The Colonial Secretary seconded, and the Bill was read a first time.

THE AMOJUNKMENT.

H.E. THE GOVERNOR: Council will adjourn until this day week at 2.30.

FINANCE COMMITTEE.

A meeting of the Finance Committee was afterwards held, the Colonial Secretary presiding.

VOTE TO KWONG WAH HOSPITAL.

The Governor recommended the Council to vote a sum of \$10,000 in aid of the vote Public Works, local Chinese charities, Kwong Wah Hospital.

The CHAIRMAN: This has already been approved by honourable members.

Agreed.

POLICE MARRIED QUARTERS AT MONGKOK.

The Officer Administering the Government recommended the Council to vote a sum of \$8,000 in aid of the vote Public Works, extraordinary, Kowloon—buildings, Police Married Quarters, Mongkok.

The CHAIRMAN: This, to a large extent, is a re-vote. Under "Financial Minute No. 60" last year, honourable members approved an expenditure of \$11,000 for these quarters. A tender of \$12,565 was accepted on October 23rd, but no expenditure was incurred last year. The sum of \$8,000 is provided in the Estimates for this year and it was assumed that a portion of the cost would have been met last year. The sum of \$8,000 is now asked for which will cover any small extras outside the contract.

Agreed.

NEW ARCHITECTURAL OFFICE.

The Officer Administering the Government recommended the Council to vote a sum of \$38,000 in aid of the vote Public Works, extraordinary, Hongkong buildings, 20, new Architectural Office.

The CHAIRMAN: The revised cost of the building is \$80,442. Up to the end of last year the expenditure was \$52,442, leaving a sum due of \$28,000.

The Hon. Mr. A. O. LANG: What was the original estimate, Sir?

The CHAIRMAN: The original estimate in 1923 was \$68,000. Prices tended to increase during the months that elapsed after the estimate was prepared and, in addition, it might have been under-estimated. Sang Lee's tender of \$39,980.81 must be considered a reasonable one, but that tender, he took it was not for the whole of the work; there were a number of other items.

The Director of Public Works, being asked what the other items were, mentioned the item of furniture.

The CHAIRMAN mentioned that there was \$30,000 for furniture. That, he added, would make up a total of \$80,000. The Director of Public Works: In addition to that there were a lot of items.

Hon. Mr. LANG: \$80,000 is the revised estimate for building?

The CHAIRMAN: Including furniture?

Hon. Mr. CRAWLEY: No, not including furniture. There were other works besides those included in Sang Lee's tender.

Hon. Mr. LANG: Will this vote cover the revised estimate?

The CHAIRMAN was understood to say that it would. He mentioned that in addition to the work included in the tender there had to be added site preparation and foundations already executed amounting to about \$13,000. That would bring the figure up to about \$73,000. There was still a matter of \$7,000 of which he had not the details at hand at the moment.

The Director of Public Works said the revised estimate was \$80,442, and there was, in addition, \$20,000 for furniture.

The vote was agreed to.

VOLUNTEER HEADQUARTERS.

The Governor recommended the Council to vote a sum of \$10,300 on account of Public Works, extraordinary, Hongkong buildings, alterations and additions to the Hongkong Volunteer Defence Corps Headquarters.

The CHAIRMAN: Honourable members last October approved of certain alterations and additions to the headquarters of the Hongkong Volunteer Defence Corps at a cost of about \$10,000. The work has been completed at a cost of \$10,274 which included \$600 for furniture and \$730 for electric light and wires and fittings. A sum of \$10,300 is now asked for to be on the safe side.

Agreed.

RAILWAY STAFF QUARTERS.

The Governor recommended the Council to vote a sum of \$8,000 in aid of the vote Public Works, extraordinary, special expenditure, quarters for railway staff.

The CHAIRMAN: These buildings cost \$7,707 more than estimated. The estimate was \$53,776, and the last figure is \$61,483. A sum of \$8,000 is asked for, for the following items: reinforced concrete stairs, partitions, balustrades, etc. The contractor's final bill was \$4,204 above the estimate. The balance is due to the extra cost of British glass and putty over local prices. This building took longer to complete than was expected.

Agreed.

WIDENING SHAIKUIWAN ROAD.

The Governor recommended the Council to vote a sum of \$15,000 in aid of the vote Public Works Extraordinary, Hongkong communications, 23, Roads: (v) Shaiuiwan Road, Widening near Taifoo Dock.

The CHAIRMAN: The amount provided in the estimates is \$20,000. It was found necessary to improve the grade of the road and erect more retaining walls than was anticipated when the Estimate was drawn up.

Approved.

COMPENSATION AND RESUMPTIONS.

The Governor recommended the Council to vote a sum of \$69,500 in aid of the vote Public Works, extraordinary, Hongkong, miscellaneous, 40, compensation and resumptions.

The CHAIRMAN: This question of compensation to various villagers at Tsat Sui Mui, near North Point, has been before honourable members. The lists were circulated by the Finance Committee. One list was of the village lots (Schedule A) held by the villagers and the second to people holding under a Squatters' Licence. It has become necessary to remove this village of Tsat Sui Mui, owing to the general lay-out and more especially because of the extension of the Government quarry. There were 40 areas of land occupied by buildings, 33 of which are held under Squatters' Licences, while the remaining 7 are under the village rent roll. Some 25 years ago the titles of the villagers were examined by a Squatters' Board and those who satisfied the Board by means of documents that they had been in occupation for many years, were put on the village rent roll, while later comers who could not prove title received a Squatters' Licence, giving them a tenure of 21 years. These licences at Tsat Sui Mui have expired, but there has never been any intention of turning out the holders of these licences without compensation. There was great difficulty in discriminating between early inhabitants and the later comers. The value of the land is approximately \$2 a square foot and compensation proposed is to pay for that land actually covered by buildings in respect of which Squatters' licences have been granted. The Government considered the alternative proposal that it should re-house the villagers, but there is no land available in the vicinity. The villagers' livelihood is in the adjoining quarries. A housing scheme would be more expensive. The terms should enable the villagers to transfer themselves to Chinese tenement houses in the neighbourhood. That statement of position I have made because of the difference of opinion that existed between the honourable members, and I think after what I have just said honourable members may be prepared to re-consider the opinion they gave as to differentiating between the two classes of persons. It is extremely important to get possession of this village, both from the point of view of the extension of the quarries and general lay out of the neighbourhood, and I do not think having regard to the fact this is one of the last old villages left in the island which has not been dealt with, that we are paying too much. I think it is only fair when we displace very old inhabitants that we should compensate them.

Hon. Mr. BIRD: Is it level ground, Sir?

The CHAIRMAN: No, it is very hilly. We shall be cutting a hill away not only to extend the quarry, but in order to get the 100 feet road. The actual village is on land which rises only a little. Obviously, when they settled there in the remote ages they chose the easiest place. The houses are terraced up only a few feet. We put the value at \$2, but I should imagine it is worth more.

Hon. Mr. LANG: It seems a lot of money, Sir.

The CHAIRMAN: It will give them just enough to live on, in the way Chinese live. I think it works out at \$150 a year. That is what they will receive.

Replying to the Hon. Mr. Alabaster, the Chairman said that the same thing had been done at Shaukiwan and Aberdeen.

Hon. Mr. KOTZWALL: I consider the compensation proposed is reasonable. At the time the paper came to me I went through it very carefully and I came to that conclusion.

The CHAIRMAN: My own personal view is that we are dealing fairly, and not more than fairly, with these people.

Hon. Mr. LANG: It is paying compensation to people whose leases have expired.

The CHAIRMAN: I am told that as regards squatters on 21 years leases the Government has not formed any definite view as to what is to be done with them. Some of these people are the original inhabitants of the island, and this is one of the last villages on the island which we have to deal with. I do not think we can be said to have been generous, but we have certainly been fair.

Approved.

QUEEN'S PIER.

The Governor recommended the Council to vote a sum of \$28,000 in aid of the vote Public Works, extraordinary, Hongkong, miscellaneous, 32, Queen's Pier.

The CHAIRMAN: With regard to Queen's Pier, the estimate in 1924 was \$37,000, supplemented by a further sum of \$39,000, making \$76,000. The expenditure in 1924 was \$35,000 leaving an unexpended balance of \$41,000. The amount voted for this year was \$15,000 and the amount required to complete the pier and its facade is \$28,000. The reason why there should have been the necessity for this re-vote was owing to delay in the completion of the contract. Perhaps the Director can tell us when it will be completed.

The Director of Public Works: At the end of the month.

Hon. Mr. BIRD: What will it have cost altogether?

The Director of Public Works: This is only a re-vote. There are no extras on the original estimate.

The CHAIRMAN said the vote was in respect of the land portion—the masonry.

Hon. Mr. BIRD: It does not include the pier itself?

The CHAIRMAN: No.

Approved.

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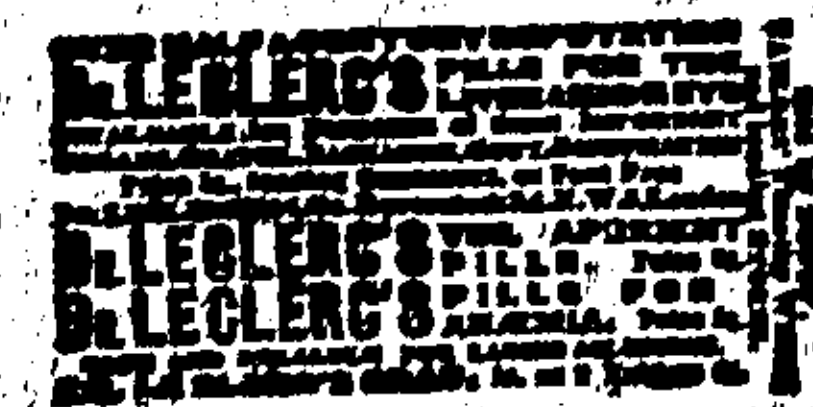
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SHOWING PEOPLE PARIS. THE FOLIES-BERGERES AND THE REAL MONTMARTRE.

Mr. MacKenzie said: "It would give
me such pleasure if you would come to
a theatre with me, Mrs. Adam, and we
would make a little party and go and
dance a little. Now, where should we
go? My French is not very good, but
something amusing—"

"I knew the answer at once," writes
P. H. Adam in the *Daily Chronicle*. The
Folies-Bergeres. There isn't a Briton
that comes here who does not think it
his bounden duty to go to that theatre
in order that he may be duly teased
for his wickedness when he goes home.

Nowadays you've simply got to go to
the Folies-Bergeres, and to Montmartre
afterwards, in order to show what an
awful dolt you are, because your friends
are sure to want to pretend to suspect
you of doing things which, if they really
thought you had done them, would
prevent them from ever asking you to
dinner again—at home.

A HOUSE IN MONTMARTRE.
My poor Briton only really became at
ease when we were sitting in the cellar
of a house in Montmartre, now trans-
formed into a dancing room, with red
trellises and artificial flowers made of
cotton, and a band of white men and
a band of brown men discoursing
syncopated music in turns. Occasionally
the brown ones broke into song, and told
us that "it ain't gonna rain no mo'," or
that their feelings when on the back
porch were tenderer than anywhere else,
or asked us in a short of hiccup, "What
the hell do you?"

Mr. MacKenzie having ordered the
Champagne (without which no party can
sit at table in Montmartre, no matter
what other beverage they prefer and are
willing to pay for as highly), gazed
round him, perceived large coveys of
pretty girls willing and most able to
dance, and took a header off the deep
end.

He danced with them all in turn, he
ordered drinks for them (at their own
table, which was a bit dull for them), he
tipped them, he wore the paper head
dresses they gave him, he exchanged little
coloured balls they threw at him, and he
returned frequently to my side and said
what a good time he was having.

The rest of the party was meanwhile
also enjoying itself, nor did Mr. Mac-
Kenzie fail to dance with his feminine
guests. Once he said: "How beautifully
that young man dances that you walked
with just now?" I answered, "He's
the pro, and you'll have to tip him
when we leave."

Mr. MacKenzie looked horrified; he
said it wasn't done like that in England.
I watched the pretty young thing he had
just left putting away his note into her
bag, and wondered what the difference
was.

I took him to a cafe where he had
boiled Strasburg sausages, and I had
bacon and eggs, and pointed out to him
that if Montmartre is not always as black
as it is painted, it is sometimes redder.
And when I asked him how much French
he had heard spoken since we left the
theatre he had to admit that we had
heard practically none; very little Eng-
lish of the home grown sort, and a good
deal of translated Yiddish.

"It might be a little drrrrrry, if one
was scarrrrrry," said Mr. MacKenzie in
saying good-night, though it should have
been good-morning, "but, my word, I
have enjoyed myself!" And shook his
sheet-anchor by the hand and went home
to pack.

KING ALFRED'S LEGS.

M.P. UPSET BY A WATTS PICTURE.

Questions concerning an early paint-
ing by Watts, in one of the committee-
rooms of the House of Commons, showing
King Alfred inviting the Saxons to pre-
vent the landing of the Danes, were the
subject of much amusement in Parlia-
ment, one day last month.

Mr. A. S. Sandeman (C. Middleton
and Prestwich) asked if the First Com-
missioner of Works would remove the
painting on account of its "irritating
effect" on members.

Mr. G. Locker-Lampson (Under-Sec-
retary, Home Office) said he was not aware
that the picture had the suggested effect
upon members.

Mr. Sandeman: Will the hon. mem-
ber go for five minutes and try to con-
template the legs of King Alfred, and
having done so, will he try to concen-
trate on the work that is going on in
the committee-room, and, having come
to the same conclusion as I have, will
he at least have the picture put at the
other end of the room? Or, failing all
these options, would he like to go down
to posterity with legs on him such as
those of King Alfred. (Laughter.)

Mr. Locker-Lampson: I have looked
at the picture this morning. I do not
know whether the hon. member realizes
that it is a very fine example of the early
work of Watts.

Major Hore-Belisha (L. Devonport):
In view of King Alfred's connection with
cakes, will the hon. gentleman have the
picture put in the tea-room? (Laughter.)
Mr. F. A. Macdonald (O. Argyll-
shire): Will he consider the advisability
of getting a picture painted for the
other end of the room showing the mem-
bers for Glasgow resisting the invasion
of Irishmen into Scotland? (Loud laugh-
ter.)

Mr. Neil Macdonald (Sec. Govan): Will
he also consider putting another picture
on the side wall of the same committee-
room showing the member for Argyll-
shire being rejected by Glasgow at the
election? (Laughter.)

OATMEAL AND RICKETS.

A PROFESSOR'S TESTS.

Hitherto a common piece of advice
given to parents of young children,
remarks a London paper, has been, "If
you want your girls and boys to grow big
and strong, give them plenty of oatmeal."
That advice may have to be revised in
the light of experiments carried out on
puppies by Professor Edward Mellanby
at Sheffield University, the results of
which are given in a report issued by
the Medical Research Council.

Professor Mellanby states that of the
cereals tested oatmeal has pre-eminently
the "worst" influence on bone forma-
tion. In other words, young animals
fed on oatmeal are far more subject to
rickets than those fed on other sub-
stances.

The cereals tested included white flour,
wholemeal flour, natural maize, barley,
polished and unpolished rice, wheat germ,
ground oats, groats, and rye.

Of these, "oatmeal, groats, or ground
oats had by far the most intense action"
in producing rickets in the animals, and
white flour had the least action in that
respect. The action of wholemeal flour
was similar to that of white flour.

The evil effects of oatmeal were easily
overcome by the use of cod-liver oil
which is a powerful anti-rachitic. Egg
yolk was also of great value.

Professor Mellanby suggests that food
of races of men have been reared on diets of
oatmeal forms a large part because
the diet of these people also included
most foods rich in anti-rachitic vitamin,
as, for example, milk, eggs, fish of the
fatty variety, including herring, salmon,
mackerel.

In tropical countries, where rice, maize,
and millet are largely eaten, the "sunlight"
is no doubt an important factor in anti-
rachitising their detrimental influence, for
the experiments showed that if either the
animal itself or the cereal on which it
was fed were exposed to ultra-violet
radiations the ill-effects produced by the
cereal were to some extent remedied.
What the substance is in oatmeal that
causes rickets is not stated, but it is pro-
bably associated with the fatty acids. It
has been proved, however, that perfect bone
formation can be obtained even when
large quantities of oatmeal are consumed
provided the remainder of the diet is
adequate.

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cording to the Church of England rite.
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Fellows, choirmaster at St. George's
Chapel, Windsor, and the singing is by
choristers from that chapel. There are
four double-sided discs, which include also
the Evening Canticles.

The discs are intended for the use of
church people who happen to be far from
a place of worship, and also to serve as
a model for village organists in need of
advice. The devout may find the idea
strange, but will no doubt grow accus-
tomed to it. The gramophone may become
indispensable at family prayers.
The psalms are sung to chants of Garrett
and Walmisley; the setting of the Te
Deum is by Wesley and the anthem is by
Purcell ("Remember not, Lord"). There
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Highness has been pleased to accept, and which will be extremely
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GODFREY THOMAS,
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HONGKONG'S SHIPPING.

LAST YEAR'S STATISTICS.

The Report of the Harbour Master of Hongkong (Lieut. Commander F. G. Hole, R.N.) for the year 1924 states that the total Shipping entering and clearing at Ports in the Colony during the year 1924 amounted to 784,492 vessels of 50,731,077 tons, which compared with the figures of 1923 show a decrease of 13,730 vessels and an increase of 3,324,818 tons.

Of the above 57,765 vessels of 38,777,400 tons were engaged in Foreign Trade as compared with 49,900 vessels of 35,011,331 tons in 1923.

A decrease is shown in British Ocean-going Shipping of 62 ships or 1.7 per cent, and an increase of 622,811 tons or 5.5 per cent. This decrease in ships is due to s.s. *Tai Sang*, *Wing Sang* and *Kasari* being transferred to the Chinese flag. The increase in tonnage is due to larger vessels frequenting the Port.

Foreign Ocean-going vessels have increased by 436 ships and by 1,338,161 tons or 5.9 per cent. in numbers and 9.9 per cent. in tonnage. This increase in ships and tonnage is due to more and larger American and German vessels frequenting the Port, also to a number of Norwegian, Chilean and Panama vessels put on the Coasting trade.

British River Steamers have increased by 1,118 ships with an increase in tonnage of 826,311 tons or 18.5 per cent. in numbers and 15 per cent. in tonnage. This increase in ships and tonnage is due to the s.s. *Fook On*, *Tung On*, *Sai On*, and *Hung Chong*, built locally, being put on the Canton run, also the Chinese s.s. *Hui Shan* and *Ming Shan* being converted into River Steamers and re-named the *Paul Ben* and *Charles Hardaway*.

Foreign River Steamers show an increase of 427 ships with an increase in tonnage of 182,617 tons or 22.5 per cent. in numbers and 27.8 per cent. in tonnage. This increase in ships and tonnage is due to the s.s. *Yang Tse Kiang* being converted into a River Steamer and re-named the *Qing On* also the *Ho Ping* being put on the West River run.

In Steamships not exceeding 60 tons employed in Foreign trade there is an increase of 3,020 ships with an increase in tonnage of 50,441 tons or 62.8 per cent. in numbers and 62.8 per cent. in tonnage. This increase in launches and tonnage is due principally to the increase in towing trade between this Port and the Taishan District.

Junks in Foreign trade show an increase of 2,972 vessels, and an increase of 679,825 tons or 12.1 per cent. in numbers and 25.8 per cent. in tonnage. This increase is due to the improvement of trade between this Port and Canton, Macao, East and West River Ports.

In Local Trade (i.e. between places within the waters of the Colony) there is a decrease in Steam-Launches of 26,704 and a decrease in tonnage of 454,540 tons or 3.6 per cent. in numbers and 2.6 per cent. in tonnage. This decrease in numbers and tonnage is due to a number of launches being laid up during the year on account of the high cost of fuel.

Junks in Local Trade show an increase of 3,199 vessels and an increase of 24,412 tons or 22.8 per cent. in numbers and 1.8 per cent. in tonnage. This increase in vessels and tonnage is due principally to the improvement of trade and the installing of the Junk Office at Shaikwan.

Of vessels of European construction 6,484 Ocean Steamers, 7,715 River Steamers and 3,856 steamships not exceeding 60 tons entered during the year, giving a daily average of 41.2 ships as compared with 34.7 ships in 1923 and 33.2 ships in 1922.

The average tonnage of individual Ocean vessels entering the Port has increased from 2,053.2 to 2,129.8 tons; British Ships from 2,070.9 to 2,254.2 tons; Foreign Ships from 2,040.3 to 2,057.6 tons. The average tonnage of individual River Steamers entering during the year has increased from 625.1 to 659.8 tons. British River Steamers from 599.0 to 819.5 tons, and Foreign River Steamers from 332.7 to 340.3 tons.

The actual number of individual Ocean-going vessels of European construction during the year 1924 was 1,123 of which 416 were British and 707 Foreign. In 1923 the corresponding figures were 1,186, 529 British and 657 Foreign.

These 1,123 ships measured 3,552,722 tons. They entered 6,484 times and gave a collective tonnage of 13,909,974 tons. Thus 63 less ships entered 103 more times and gave a collective tonnage greater by 820,941 tons, an average of 5,097.7 tons per entry.

TEACHERS' PENSIONS.

BIG NEW BURDEN ON TAX-PAYERS.

According to a White Paper (Cmd. 2,382) issued by the Board of Education, the benefits to be enjoyed by teachers under the Superannuation Bill which the Government proposes to introduce this year will cost the Exchequer 21,500,000 in 1925-26, while the charge will rise year by year until, in 1936, it reaches 26,140,000. The Bill is a sequel to the dispute between local authorities and the teachers on the question of a reduction in salaries. Lord Burnham was the arbitrator, and Lord Eustace Percy, President of the Board of Education, recently announced that the Cabinet had agreed to a compromise concerning the contributions by local authorities to teachers' pensions.

The present salaries of pensionable teachers are £20,000,000 a year. Under the Bill, after April 1st, 1929, local authorities will have to contribute 5 per cent. of the salaries towards pensions, while the teachers also contribute 5 per cent. The local authorities' payments will rank for the usual grant.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SARDINIA"

Captain O. SUGRAN, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, the 16th MAY, 1925, at DARTMOUTH, taking Passengers and Cargo for the above Ports. Silt for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon, the day before Sailing. The contents and value of all packages must be declared. For further Particulars, Apply to—MACKINNON, MACKENZIE & CO., Agents. Hongkong, 15th May, 1925. [2193]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "CYCLOPS" are hereby notified that the Cargo will be discharged into Hoile's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Hoile's Wharf.

The Cargo will be ready for Delivery from Godown on and after 13th May.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, stowed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th May, will be subject to Sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st June, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 15th May, 1925. [2292]

S.S. "CHANTILLY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc. also Cargo from BORDEAUX ex s.s. "VILLE D'AMENS," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be loaded here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Monday, the 18th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 20th instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 16th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. BODINFUSE, Agent. Hongkong, 11th May, 1925. [2197]

THE HONGKONG & WHAMPOA DOCK CO., LTD.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"YUSANG"	Sunday, 17th May, 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 17th May, 8 a.m.
SHANGHAI via SWATOW	"WOSANG"	Tuesday, 19th May, 7 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday, 19th May, Noon.
TSINGTAU via SWATOW	"YATSHING"	Wednesday, 20th May, 7 a.m.
SANDAKAN	"HINSANG"	Wednesday, 20th May, Noon.
TIENTSIN	"CHIPSING"	Thursday, 21st May, Noon.
SHANGHAI via SWATOW	"LOHSANG"	Friday, 22nd May, 7 a.m.
KORE via AMOY & MOI	"NAMSANG"	Friday, 22nd May, 8 p.m.
STRAITS & CALCUTTA	"LAISANG"	Friday, 22nd May, 3 p.m.
MANILA	"LEESANG"	Saturday, 23rd May, 3 p.m.
SHANGHAI via SWATOW	"TINGSANG"	Sunday, 24th May, 7 a.m.
BANGKOK via SWATOW	"HOPSANG"	Sunday, 24th May, 10 a.m.
TIENTSIN	"CHEONGSHING"	Sunday, 31st May, Noon.
STRAITS & CALCUTTA	"KUNSANG"	Thursday, 4th June, 3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY From Box Pans
HONGKONG—HAIPHONG LINE	EVERY SUNDAY From Box Pans
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIENTSIN LINE	EVERY WEEK
HONGKONG—BANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS

TELEPHONE CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.	HOMEWARDS.
Vessel.	Due Hongkong.
"GLENREG"	28th May
"GLENARA"	14th June
"GLENHIEL"	28th June
"PEMBROKEHIRE"	8th July
Vessel.	Leaves Hongkong.
"GLENAPP"	30th May
"GLENMORRIS"	14th June
"GLENMORRIS"	28th June
"GLENMORRIS"	11th July
"GLENMORRIS"	25th July

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Tel. 1 area: Central No. 215 sub-ex. 23, and Central 2316.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO JAPAN.

SOLE AGENTS.

MITSUI BUSSAN KAISHA, LTD.

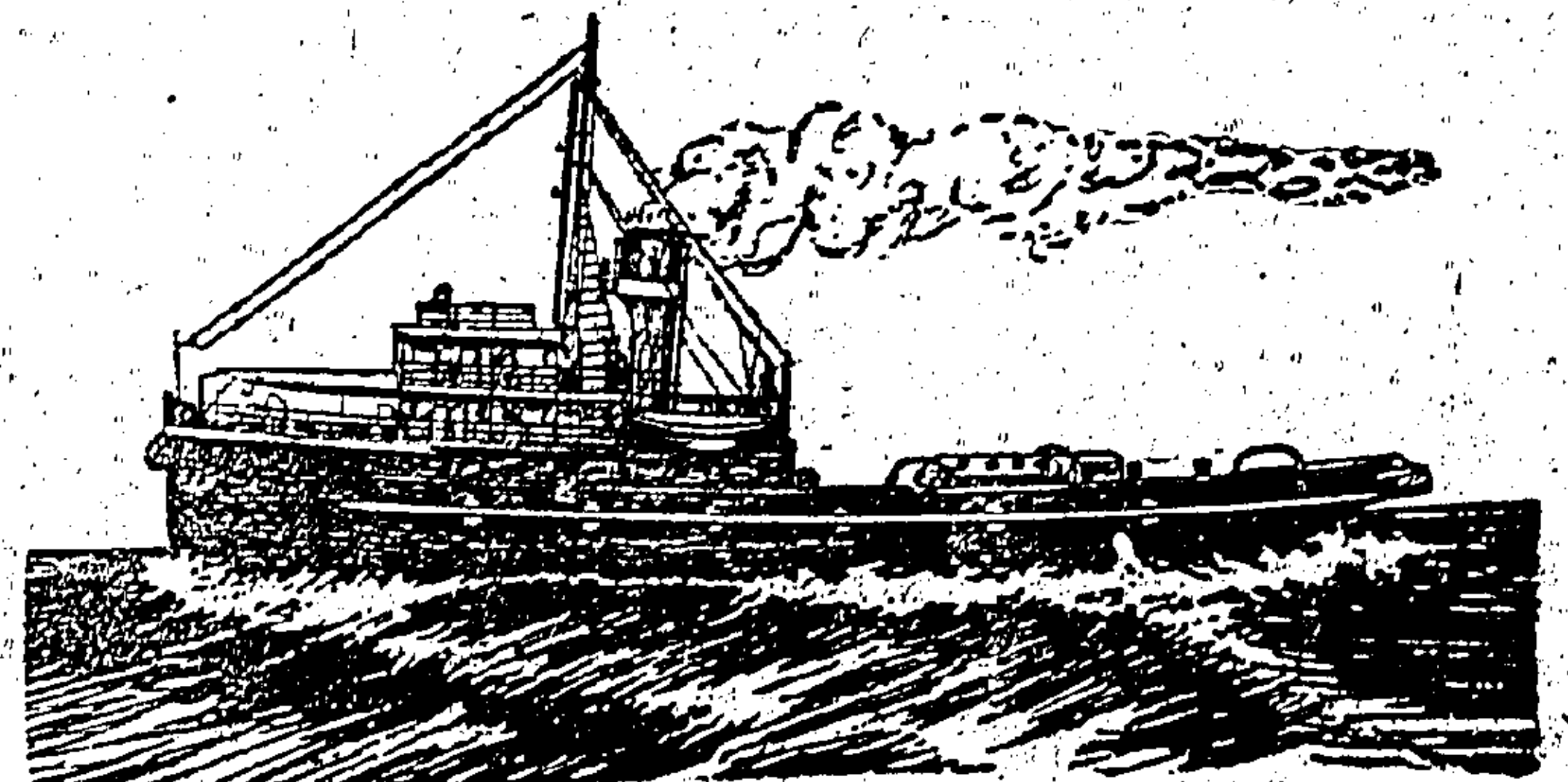
HONGKONG.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

CODES USED A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers. Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 153 ft., Breadth 34 ft., Depth 17 ft., L.P.L. 2,000. Fitted with electrically driven submersible and centrifugal pumps, six compressors, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "KANSAS"	via Suez Canal	19th May
S.S. "KATUNA"	via Suez Canal	19th June

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANK"	via Suez Canal	30th June
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UNITED KINGDOM & CONTINENT "ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW"	For Marseilles, London, Antwerp & Hamburg.	15th May
S.S. "BUTON HALL"	For Havre, London, Rotterdam & Hamburg.	11th June

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA ORIENTAL-AFRICAN LINE

S.S. "SURAT"	Sails Hongkong, End July
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay, and Capetown.	
Through Bills of Lading issued to Beira, Quilimane, Ibo, Fort Amélia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.	

For Freight or Passage on any of the above Lines, Apply to:-

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong:

S.S. "KANSAS"	via Suez Canal	19th May
S.S. "KATUNA"	via Suez Canal	19th June
S.S. "TITAN"	via Suez Canal	23rd June

(Call at New York first)

Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to change without notice.

For Freight and Particulars, apply to:-

BUTTERFIELD & SWIRE on THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES. M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
AMBOISE	23rd Apr. 1925	25th May, 1925	25th May, 1925
CHARENTAIS	7th May, "	8th June, "	22nd June, "
PORTOIS	22nd May, "	23rd June, "	7th July, "
ANGKOR	5th June, "	7th July, "	21st July, "
COMPIEGNE			4th Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance)	
A Class (1st Class) 95. 0s. 0d.	B Class (1st Class) 85. 0s. 0d.
STEAMERS (2nd) 85. 0s. 0d.	STEAMERS (2nd) 80. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

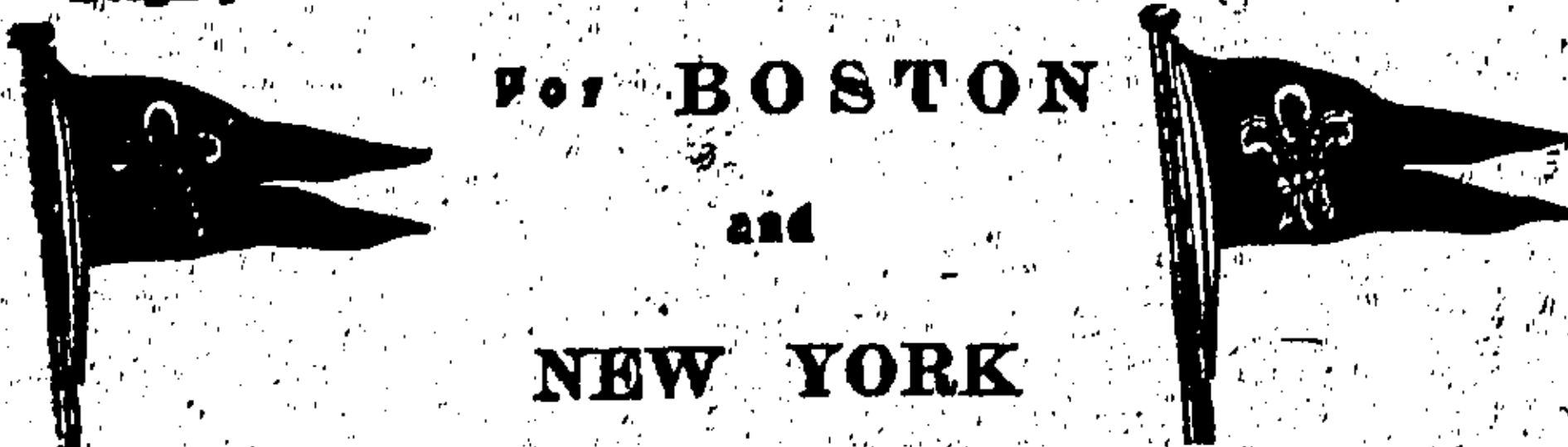
LIGNE COMMERCIALES (Cargo Boats)

S.S. "CAPITAINE FAURE"	loading for HAVRE, ANTWERP & DUNKIRK about 1st June
S.S. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about 22nd May.	
Sailings subject to alteration without notice.	

For full Particulars, apply to:-
MESSAGERIES MARITIMES CO.,
Telephone Central 740. 3, Queen's Buildings.
CONSIGNATION—TRANSIT—REPRESENTATION.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE"	1st June, 1925
S.S. "CELTIC PRINCE"	15th June, "

For Freight and Full Particulars, apply to:-

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
11, King's Buildings.Telephone Central 5133
Telegrams Furness.

P. & O. British India Apar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including
New Zealand & Queensland Ports, Red Sea,
Egypt, Europe, Etc.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	8,834	18th May, D.L.	Spain, Penang, Colombo & B'way.
"BOUDAN"	8,834	28th May	Spain, Penang, Colombo & B'way.
"MOREA"	10,911	30th May	Marseilles & London
"NAGOYA"	8,834	2nd June	Mars., London, A'werp, Hamburg & Hull
"JEYPORE"	8,834	6th June	Singapore & Bombay
"SICILIA"	8,834	11th June	Spain, Penang, Colombo & B'way
"KALYAN"	8,834	18th June	Mars., London, Antwerp & Hull
"KIDDERPORE"	10,941	12th June	Singapore & Bombay
"MALWA"	10,941	17th June	Marseilles & London
"DELTA"	8,834	11th July	Spain, Penang, Colombo & B'way.
"KASHMIR"	8,834	11th July	Mars., London & Antwerp
"MANTUA"	10,902	28th July	Marseilles & London
"BOUDAN"	8,834	6th Aug.	Spain, Penang, Colombo & B'way.
"KASHGAR"	8,834	8th Aug.	Marseilles & London
"MACEDONIA"	11,089	22nd Aug.	Spain, Penang, Colombo & B'way.
"SICILIA"	8,834	22nd Sept.	Marseilles & London
"KARNATAKA"	8,834	5th Sept.	Marseilles & London
"KARNATAKA"	8,834	18th Sept.	Marseilles & London
"KARNATAKA"	8,834	3rd Oct.	Marseilles & London
"MALWA"	10,941	17th Oct.	Marseilles & London.

BRITISH INDIA-APCAR SAILINGS

"TAKLIWA"	7,936	15th May, 1 p.m.	Singapore, Penang & Calcutta.
"TAKLIWA"	7,936	31st May	do.
"TAKLIWA"	7,936	4th June	do.
"TAKLIWA"	7,936	7th July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TAKLIWA"	7,936	3rd June	Manila, Sandakan, Thursday
"TAKLIWA"	7,936	8th July	Manila, Sandakan, Thursday
"TAKLIWA"	7,936	8th Aug.	Manila, Sandakan, Thursday
"TAKLIWA"	7,936	2nd Sept.	Manila, Sandakan, Thursday
"TAKLIWA"	7,936	7th Oct.	Manila, Sandakan, Thursday
"TAKLIWA"	7,936	4th Nov.	Manila, Sandakan, Thursday

† S.S. "TAKLIWA" calls at Colombo.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Haikou, Cebu, Kolambangan, Tawau, Timor, Darwin, or other ports en route as indicated on the following:-
† The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KALYAN"	8,834	15th May, Noon	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,834	16th May, D.L.	Shanghai & Kobe
"TAKLIWA"	7,936	17th May, D.L.	Amoy, Nagasaki, Moji, Kobe & Osaka
"MALWA"	10,941	28th May	Shanghai, Moji, Kobe & Yokohama
"ARAFURA"	8,834	8th June	Shanghai, Moji, Kobe & Yokohama
"KASHMIR"	8,834	11th June	Shanghai, Moji, Kobe & Yokohama
"DELTA"	8,834	12th June	Shanghai, Moji, Kobe & Yokohama
"TAKLIWA"	7,936	31st May	Kobe
"MANTUA"	10,902	28th June	Shanghai, Moji, Kobe & Yokohama
"ST. ALBANS"	8,834	4th July	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	8,834	10th July	Shanghai, Moji, Kobe & Yokohama
"SICILIA"	8,834	10th July	Shanghai & Kobe
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"KARNATAKA"	8,834	7th Aug.	do.
"SICILIA"	8,834	7th Aug.	Shanghai & Kobe
"TAKLIWA"	7,936	8th Aug.	Moji, Kobe & Yokohama
"KARNATAKA"	8,834	31st Aug.	Shanghai.
"DELTA"	8,834	4th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,834	4th Sept.	do.
"ARAFURA"	8,834	12th Sept.	Moji, Kobe & Yokohama
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"KALYAN"	8,834	2nd Oct.	Shanghai, Moji & Kobe.
"BOUDAN"	8,834	2nd Oct.	do.
"ST. ALBANS"	8,834	10th Oct.	Moji, Kobe & Yokohama
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe.
"KASHMIR"	8,834	1st Nov.	do.
"MOREA"	10,911	14th Nov.	do.
"KARNATAKA"	8,834	28th Nov.	do.
"MACEDONIA"	11,089	15th Dec.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Persons travelling not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

P. & O. Building, (Opposite Royal Central), HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAI-NING	1st	A. H. Stewart	Friday, 15th May, at 4 p.m.
HAIHONG	2nd	Capt. Edw. Walker	Tuesday, 19th May, at 1 p.m.
HAIHONG	3rd	Capt. W. & Parrish	Friday, 22nd May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fuchow (Fuchow Anchorage) and return by the same steamer by the "HAI-NING," "HAIHONG" and "HAIHONG" at the Reduced Rate of \$20.00 including meals while the steamer is in Port.

For Freight and Passage apply to:-

DOUGLAS LAFRAIR & CO.

General Managers

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOI, SWATOW & SINGAPORE	"KIANGSU"	On 18th May, Noon
SHANGHAI & TIENTSIN	"KINGCHOW"	On 18th May, Noon
TIENTSIN & NEWCHOWANG	"NANNING"	On 18th May, 4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 17th May, 11 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 17th May, 11 a.m.
AMOI & SHANGHAI	"SZECHUEN"	On 18th May, 5 p.m.
HONGKOW & BANGKOK	"TEAN"	On 20th May, 11 a.m.
SHANGHAI & TIENTSIN	"KANGHONG"	On 20th May, Noon
SWATOW & SHANGHAI	"SHANTUNG"	On 21st May, 11 a.m.
HONGKOW & SINGAPORE	"KWEIYANG"	On 21st May, 11 a.m.
SHANGHAI & TIENTSIN	"LIANGCHOW"	On 23rd May, Noon
SWATOW & BANGKOK	"KALGAN"	On 24th May, 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 26th May, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 26th May, 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken as through bills of lading to all Yangtze and North China ports. Passengers for Shanghai is not permitted to transfer at Wuchang.

BANGKOK LINE—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE

Telephone Central 25.

CARGO AND PASSENGER CAN BE LOADED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE.

"CHANGSHA."

Due Hongkong 1st June, 1925.

Will be Despatched on 6th June, 1925, at 4 p.m.

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Excellent First and Second Class Passenger Accommodation at Reduced Rates.

Sailing Subject to Alteration.

For Freight and Passage, apply to:- BUTTERFIELD & SWIRE.

Tel. C. 33.

Agents.

16

DODWELL & CO., LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE \$66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA"	10th June
S.S. "TRIESTE"	11th June

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA"	31st May
S.S. "VENEZIA"	1st July

FATAL LINE OF STEAMERS.

FROM CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI"	Sails about 31st May
----------------	----------------------

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED

Telephone Central 1288.

Agents.

17



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